





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " R. D. Thomas.  
 "FATSHAN," 2,260 " " W. A. Valentine.  
 "HANKOW," 3,073 " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.  
 Departures from Hongkong to Macao on week days at 2.00 P.M.  
 Departures on Sundays at 12.30 P.M.  
 Departures from Macao to Hongkong daily at 8.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE "INDO-CHINA" STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 388 tons, Captain J. Wilcox.  
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.  
 Canton to Tak Hing " " Single \$12.50. Return \$21.00.  
 Canton to Samshui " " Single \$7.50.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.  
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

## HONGKONG-KONGMOON LINE.

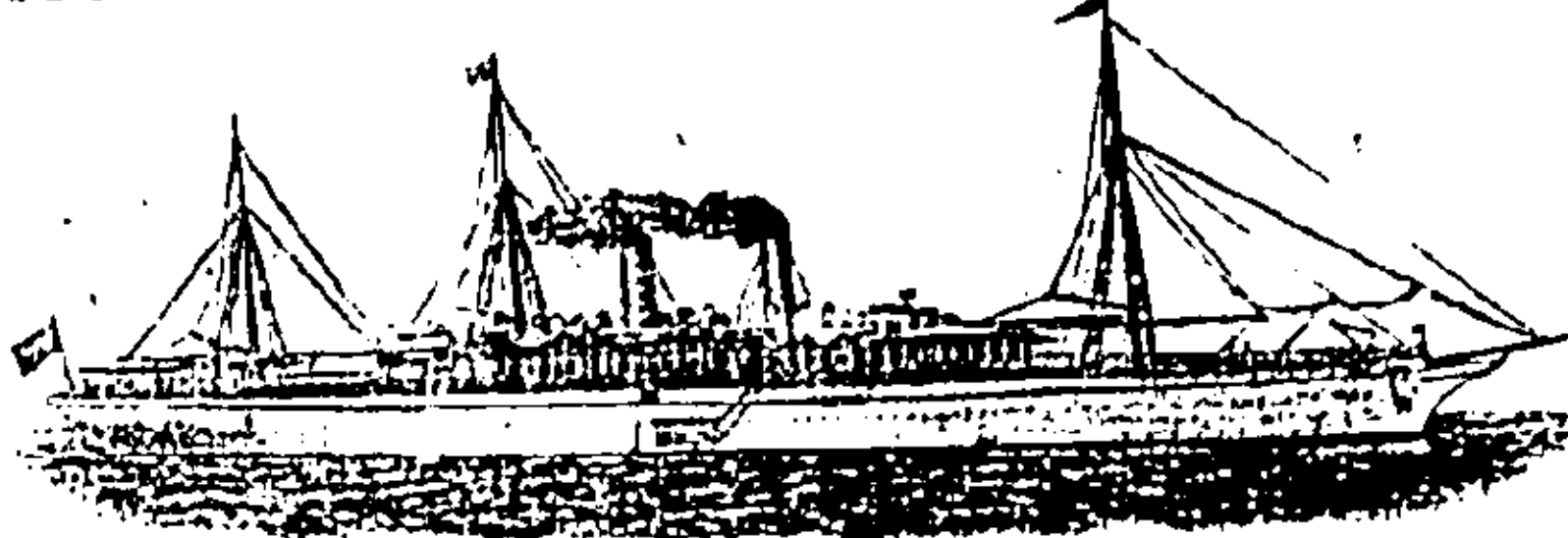
S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.  
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:—Hongkong to Kong Moon " " Single \$6.00  
 Hongkong to Kumchuk " " Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 5th January, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES (CALLED AT SHANSHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
 R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 8th March.  
 "ATHENIAN," 2,440 " " WEDNESDAY, 15th March.  
 "EMPERESS OF CHINA," 6,000 " " WEDNESDAY, 22nd March.  
 "EMPERESS OF INDIA," 6,000 " " WEDNESDAY, 29th April.  
 "TARTAR," 4,425 " " WEDNESDAY, 26th April.  
 "EMPERESS OF JAPAN," 6,000 " " WEDNESDAY, 10th May.

Hongkong to London, 1st Class, £40. 1st St. Lawrence £60. Via New York £62.  
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, and take connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 9, Pedder's Street.  
 Hongkong, 8th February, 1905.

## HAMBURG-AMERIKA LINIE. OBTABLATIONER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ALESIA	HAVRE, ANTWERP and HAMBURG.	3rd March.	Freight.
SABIA	(Calling at S'PORE, PENANG & COLOMBO).	9th March.	Freight.
RHENANIA	HAVRE, BREMEN and HAMBURG.	16th March.	Freight and Passengers.
Belgen	(Calling at S'PORE, PENANG & COLOMBO).	18th March.	Freight and Passengers.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	4th April.	Freight.
Koniat	(Calling at S'PORE, PENANG & COLOMBO).	18th April.	Freight and Passengers.
SILESIA	HAVRE and HAMBURG.	18th April.	Freight and Passengers.
Bable	(Calling at S'PORE, PENANG & COLOMBO).	2nd May.	Freight and Passengers.
SLAVONIA	HAVRE and HAMBURG.	2nd May.	Freight and Passengers.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		

With Transshipment at Singapore.  
 ANDALUSIA, Captain Filler, to sail from Singapore about 10th March. Freight.  
 \* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by Electricity.

For further Particulars, apply to  
 HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 No. 1, Queen's Buildings.  
 Hongkong, 2nd March, 1905.

## D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
 Hongkong, 16th November, 1904.

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.  
 7.00 a.m. to 7.30 a.m. Every 30 minutes.  
 7.30 a.m. to 8.00 a.m. Every 10 minutes.  
 8.00 a.m. to 8.30 a.m. Every 15 minutes.  
 8.30 a.m. to 9.30 a.m. Every 10 minutes.  
 9.30 a.m. to 11.00 a.m. Every 15 minutes.  
 11.30 a.m. to 12.45 p.m. Every 15 minutes.  
 12.45 p.m. to 1.15 p.m. Every 15 minutes.  
 1.15 p.m. to 1.45 p.m. Every 15 minutes.  
 1.45 p.m. to 2.15 p.m. Every 10 minutes.  
 2.15 p.m. to 3.00 p.m. Every 15 minutes.  
 3.30 p.m. to 4.00 p.m. Every 15 minutes.  
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.  
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.  
 8.00 a.m. to 9.00 a.m. Every 15 minutes.  
 9.00 a.m. to 9.30 a.m. Every 30 minutes.  
 9.30 a.m. to 10.30 a.m. Every 15 minutes.  
 10.30 a.m. to 11.00 a.m. Every 10 minutes.  
 12.00 Noon to 1.00 p.m. Every 10 minutes.  
 1.00 p.m. to 5.00 p.m. Every 15 minutes.  
 5.00 p.m. to 6.00 p.m. Every 10 minutes.  
 6.00 p.m. to 7.00 p.m. Every 15 minutes.  
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.  
 Extra cars at 11.30 and 11.45 p.m.  
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.  
 Hongkong, 29th December, 1904.

## F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and

S. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF HIPS STORES AND REQUISITES ALWAYS IN STOCK AT

REASONABLE PRICES.  
 Hongkong, 15th December, 1903.

## IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to his numerous customers that his Bakery in Kowloon being burnt down, he has hired another in a healthy part of the town, where BREAD will be baked and prepared under his usual personal supervision and thus ensuring, to his numerous patrons, the customary supply of the same wholesome Bread made of the finest flour and materials, that he has all throughout supplied.

Customers are kindly requested to send their orders as usual.  
 H. RUTTONJEE,  
 No. 5, D'Aguiar Street, Hongkong.  
 No. 37, Elgin Street, Kowloon.  
 Hongkong, 4th January, 1905.

A FOOK & Co.,  
 12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.  
 Hongkong, 23rd February, 1905.

## Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

## GO TO THE KOWLOON HOTEL.

KOWLOON J. W. OSBORNE, Proprietor and Manager.

## HOTEL DES INDES.

NOB. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.  
 H. T. SARRE, Manager.  
 Singapore, 4th October, 1904.

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the Peak, near the TRAM TERMINUS, Tel. 56.  
 For Terms, &c., apply to the MANAGER.  
 Hongkong, 2nd July, 1900.

## Intimations.

## HONGKONG ELECTRIC TRAMWAYS.

## ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—

Kennedy Town to Post } 10 cents 1st Class.  
 Office } 4 " Third "  
 Post Office to Causeway } 10 cents First Class.  
 Bay or Race Course } 4 " Third "  
 Causeway Bay to Shau-ki-wan } 5 " Third "

The previous Table of Fares is hereby cancelled.

Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT, General Manager.

SHEWAN, TOMES & Co., Agents.  
 Hongkong, 8th February, 1905.

## WEISMANN, LTD. (CAFE WEISMANN).

THE place par excellence in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe in the Orient.

Hongkong, 17th December, 1904.

THE FAMOUS "MAB" RAZOR.

WEIGHT LESS THAN 1 OUNCE.

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the world. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 20, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.,  
 Hongkong, 24th November, 1904.

## SPECIAL OLD TOM GIN.

Marshall and Elvy's

Hongkong, 11th May, 1904.

Hongkong, 11th May, 1904.

Hongkong, 11th May, 1904.

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Hongkong, 11th May, 1904.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engine is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 335 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

Yokohama, May 11th, 1903.

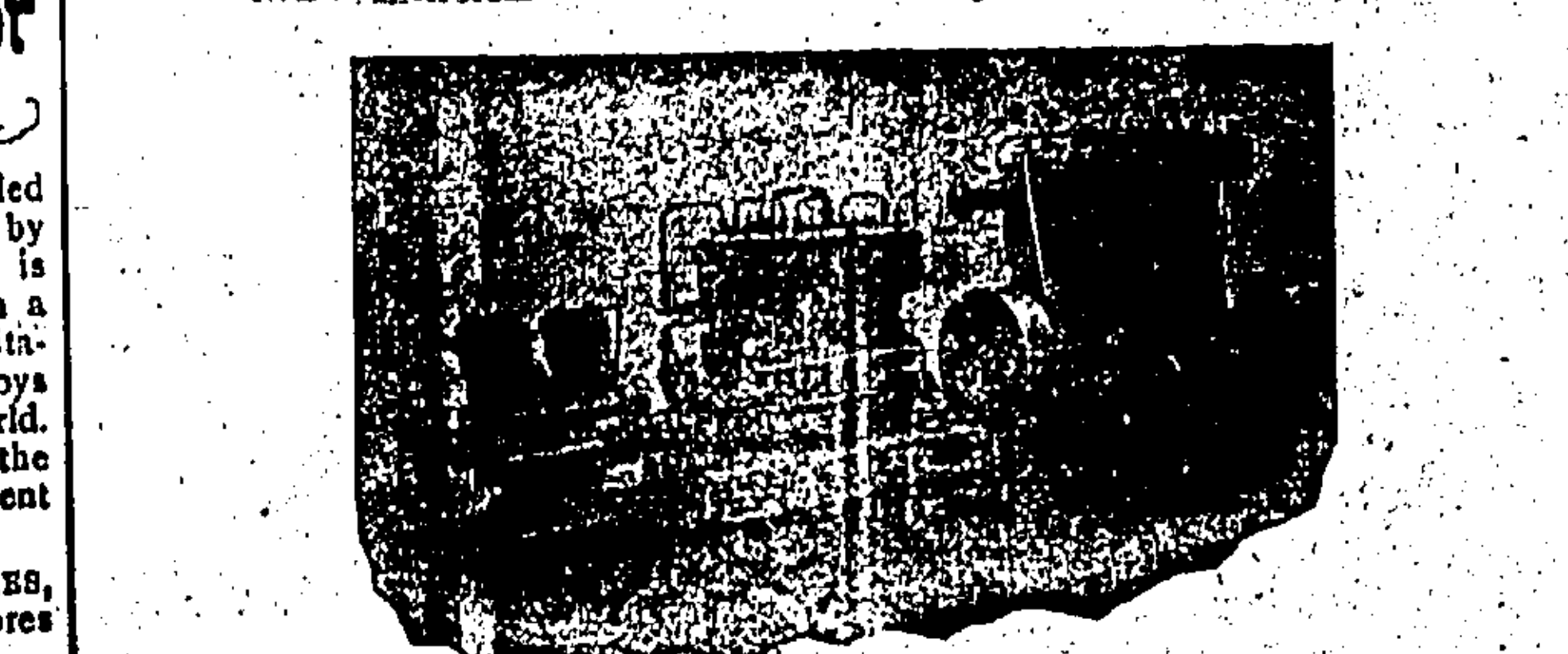
## E. C. WILKS &amp; Co., CONSULTING MARINE &amp; ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

## OUR MOTORS

For Reliability, Durability, Workmanship, Lightness. Estimates cheerfully given.



## OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

## When you send your "boy" for Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

## THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

Hongkong, 2nd February, 1905.

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## Intimations.

WM. POWELL,  
LIMITED."ALEXANDRA  
BUILDINGS,"

Des Vaux Road.

FURNISHING  
DEPARTMENT.

FIRST FLOOR BY LIFT.

Newest designs in  
ART  
TAPESTRIES.

A splendid selection

of

PRINTED  
SATEENS

NOW ON SHOW.

TABLE COVERS.

BED SPREADS.

TEA CLOTHS.

TABLE LINEN.

CHINA AND GLASS.

ALL KINDS OF  
CARPETS,  
CARPET SQUARES  
AND RUGS.PICTURES,  
ENGRAVINGS,  
&c., &c., &c.UPHOLSTERING  
DONE ON THE  
SHORTEST NOTICE.HOUSES  
COMPLETELY  
FURNISHED.CUSHIONS  
MADE TO ORDER.Estimates given for all  
kinds of  
FURNISHING  
WORK.Wm. POWELL, Ltd.  
HONGKONG.

Hongkong, 25th February, 1905.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instruction  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT OF THE CONCERNED,  
"TO-MORROW,"  
the 3rd March, 1905, at 11 A.M., at their  
Sales Rooms, No. 8, Des Vaux Road,  
corner of Ice House Street,SUNDRY  
HOUSEHOLD FURNITURE,  
CURTAINS, PICTURES,  
&c., &c., &c.TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 2nd March, 1905. [307]

## PRELIMINARY NOTICE.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from H. H. GOMPERTZ, Esq., to sell by  
PUBLIC AUCTION,  
ON  
SATURDAY,  
the 4th March, 1905, at 12 P.M., within his  
residence, "Martindale," Barker Road,  
The Peak,THE WHOLE OF HIS  
VALUABLE HOUSEHOLD  
FURNITURE.Catalogues will be issued.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 1st March, 1905. [308]

## Intimations.

ASSOCIATION OF YORKSHIREMEN IN  
HONGKONG AND CHINA.THE ANNUAL DINNER will take place  
at the HONGKONG HOTEL, on SATUR-  
DAY, the 18th of March.  
Yorkshiremen intending to be present are  
requested to communicate with the Under-  
signed.As decided by the Parent Society the term  
"YORKSHIREMEN" includes the following:  
(1) A person born in Yorkshire. (2) A person  
of Yorkshire parentage on either side. (3) A  
person who is identified by residence with the  
County of York.ARTHUR CHAPMAN,  
Hon. Secretary.  
Hongkong, 28th February, 1905. [304]HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS in the above Company will be  
held at the Offices of the Company, Leeder's  
Street, on MONDAY, the 6th day of March,  
1905, at 11.30 A.M., to receive a Statement of  
Accounts to 31st December, 1904, and the  
Report of the General Managers, and to elect  
a Consulting Committee and Auditors.The TRANSFER BOOKS of the Company  
will be CLOSED from the 20th February to  
the 6th March, both days inclusive.JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 8th February, 1905. [226]HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.NOTICE IS HEREBY GIVEN that on  
and after this date interest at the rate  
of 8% per annum will be charged upon all Calls  
in respect of SHARES NOT FULLY PAID UP  
from the day appointed for Payment of such  
Calls, namely 3rd January, 1905.JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 19th January, 1905. [122]

CHINESE YOUNG MEN, ATTENTION!!

DO you want to earn more money in your  
present position? Do you want to get  
a better position? Do you want to become  
a more useful citizen? There is only one way  
to accomplish these ends, and that is to im-  
prove your education. There is no excuse for  
a young man to remain in an inferior position  
when, by a little effort, he can so educate him-  
self as to be able to command a good salary.

Our

NIGHT SCHOOL  
WILL OPEN FOR THE SPRING  
SESSION ON WEDNESDAY, March 1st.  
Classes every night from 6.30 to 9.30 p.m.;  
the following subjects: English (Beginners,  
Intermediate, and Advanced), Mandarin,  
Arithmetic, Grammar, Bookkeeping, Commer-  
cial Correspondence, Shorthand, and TYPE-  
WRITING. A competent Chinese teacher will  
conduct the Beginners English class. All the  
other classes (except Mandarin) will be taught  
by FIRST CLASS FOREIGN TEACHERS,  
ENGLISH AND TYPEWRITING A SPECIALTY.  
Large airy rooms. Rates reasonable. For  
further particulars write or call—Secretary,  
YOUNG MEN'S CHRISTIAN ASSOCIATION  
(Chinese Department), 26, Des Vaux Road,  
Central.

Hongkong, 23rd February, 1905. [278]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the  
Military Authorities that GUN PRACTICE  
will be carried out as under—  
On WEDNESDAY, 1st March:—  
From Pak-sha-wan, towards entrance to  
Junk Bay, at ranges of 600 to 4,000  
yards, commencing at 9.30 A.M., and  
finishing at 11 A.M.On FRIDAY, 3rd March:—  
From Sywan and Pak-sha-wan, towards  
entrance to Junk Bay, at ranges of  
600 to 6,000 yards, and 600 to 4,000  
yards, respectively, commencing at  
9.30 A.M. at Sywan and continuing at  
Pak-sha-wan thereafter, and finishing  
at 11 A.M.If the weather is unfavourable on either of  
the above dates, Practice will take place on the  
following day.All ships, junks and other vessels are to  
keep clear of the range.L. BARNES-LAWRENCE, Captain, R.N.,  
Harbour Master, &c.Harbour Department,  
Hongkong, 25th February, 1905. [309]

## AN OLD-TIME BARRISTER.

## ANECDOTES OF CHISHOLM ANSTEE.

FORMERLY ATTORNEY GENERAL OF  
HONGKONG.For the past few weeks there has appeared  
in the *Advocate of India* a series of interesting  
articles on Bombay in the early seventies. The  
latest instalment contains several anecdotes  
concerning a strange Anglo-Indian personality  
of those times—a barrister named Chisholm  
Anstee.Anstee was a man who by reason of his re-  
markable eloquence, his unrivalled legal knowl-  
edge and his phenomenal success with juries,  
commanded by far the largest practice at the  
Bar in those days. But these qualities were  
more than outweighed by a perverse and  
jealous temper, an intolerance of all constituted  
authority which amounted almost to fanaticism  
and a curious and unquenchable facility for  
personal attacks on opponents which frequently  
led to serious rebukes from the Bench. One  
result of Anstee's peculiar methods of advocacy  
as well as his uncertain temper was that he  
had few friends. He lived a lonely and cheer-  
less life, surrounded by his books and his cats,  
in the little bungalow on Chumballia Hill.Anstee was born in Tasmania but was edu-  
cated at Home, like another Australian, John  
Lang, a well-known barrister and journalist in  
Upper India fifty years ago, who had Anstee's  
best qualities without their disadvantages. After  
passing the Bar, Anstee entered Parliamen-  
tary life as member for one of Daniel O'Connell's  
boroughs, and was for some time an ardent  
follower and imitator of the Irish Liberator.In this guise he figures in *Punch* in the For-  
ties. Palmerston made him Attorney-General  
of Hongkong and Serjeant Ballantine, in his  
autobiography, describes how Anstee celebra-  
ted his appointment by breaking the heads of a  
couple of policemen, and thereby getting into  
serious trouble from which the Serjeant ex-  
tricated him. Anstee soon had differences with  
the Colonial authorities at Hongkong, and after  
being one of the victims of an attempt made  
by a Chinese baker to poison European mem-  
bers of the Settlement, he came to India and  
began practice at the Calcutta Bar. Bombay,  
however, soon claimed him, and he remained  
here till his death.When the writer knew him, though he had  
aged considerably, and was somewhat broken  
in health, he still preserved his wonderful mem-  
ory, which enabled him to quote cases and  
rulings *verbatim* without referring to law books.  
His eloquence had lost none of its fire; his  
control over the reasoning powers of a special  
or common jury was as great as it ever had  
been; and his rigid intolerance towards Counsel  
and Court was unsoftened. His appearance  
was not graceful or commanding. Of medium  
height, grey-bearded and be-speckled, his  
ordinary garb was an ancient flannel suit, sur-  
mounted by a much tattered barrister's robe,  
underneath which a yard or two of red  
cummerbund generally peeped from his heels.A medicine bottle, usually reposed in one of his  
pockets, and his addresses to Judges or Juries  
were occasionally interrupted, while he shook  
up the contents and swallowed a dose. He  
also carried in another pocket a canvas bag for  
the retention of his fees, into which he would  
complacently stuff currency notes and cheques  
brought to him with briefs during Court hours  
by subservient solicitor's clerks. If the fee  
marked on a brief was considered insufficient,  
hard it would be flung at the head of the limb  
of the law who tendered it. Some years previously  
in one of his cases he had made a most defiant  
personal attack on the solicitor instructing the  
other side, with the result that he was boy-  
cotted and could obtain no briefs. Clients,  
however, were so insistent on obtaining his  
advice, that he got permission from the High  
Court to accept briefs direct from suitors  
until the withdrawal of the boycott. On another  
occasion, when returning from England  
after a short holiday, he was met at Aden  
by some native litigants who were anxious to  
secure "Anstee Sahib" before their oppo-  
nents.A few illustrations of his methods of con-  
ducting cases will be interesting, as nothing  
approaching it is observable at the Bombay  
Bar nowadays, and it is doubtful if a return to  
it would be tolerated. On one occasion he  
was engaged in an Admiralty suit, the plaint  
in which he had been drawn by the counsel on  
the other side. Anstee, in opening his case,  
accused the opposing barrister of scurrilousness,  
of omissions from the plaint which amounted to  
*suppression of facts* and a long string  
of ineptitudes sufficient if true to require serious  
notice from the Bench. The other barrister  
who stuttered very badly rose pale with in-  
dignation, and absolutely speechless, as his  
infirmary and the emotion caused by the at-  
tack had temporarily deprived him of the  
power of articulation. Sir Michael Westropp,  
who was trying the case, adjusted his eye-glass  
and said with a cynical smile, "You need not  
trouble, Mr.—, to answer the learned coun-  
sel's allegations, which are quite unsupported  
by the facts, and are only in accordance with  
his peculiar and unprofessional methods of  
advocacy. Anstee listened to this rebuke  
with great composure, as he always shrank  
from trying conclusions with the masterful C. J.,  
who was fully his equal in legal or dialectical  
subtleties.His rancorous remarks about opposing coun-  
sel were not always received with composure,  
and there was a story current in those days of  
a gigantic Scotch Barrister whom he had at-  
tacked in Court, chasing Anstee round the Bar  
Library with the avowed determination of in-  
flicting personal punishment, which was only  
averted by the intervention of those present,  
and by an apology from the lamprooon.At his last appearance in Court the case  
which was tried by Justice Green, for whom  
Anstee had an avowed antipathy, was remark-  
able for the series of recriminations exchanged  
between the Bench and the learned counsel.  
The latter in his speech for the defense madea most venomous attack on the Judge, and his  
partiality towards the police, alluding to the  
Commissioner as "That man Sower," for he  
would never pronounce his name correctly. In  
his charge to the jury, Justice Green, after re-  
pudiating the accusations levelled against him-  
self, took the extraordinary counsel of relating  
an incident in Anstee's career, which was cer-  
tainly not calculated to prejudice the jury in  
favour of his clients. Some years previously  
Anstee had acted as a Judge of the High  
Court, and the severity of the sentence he  
had passed on certain Parsee speculators  
which had convulsed Bombay, had aroused  
the indignation of their co-religionists. A  
mass meeting was held, at which it was  
resolved to petition the Governor, Sir Bartle  
Frere, against Anstee's confirmation as Judge.  
The Governor yielded, and Anstee returned to  
the Bar. This story was recited at full length  
by the Judge in his charge, and he proceeded  
to observe that he would have hidden his head  
in shame, had such accusations been made  
against him as were contained in the petition  
to the Governor regarding Anstee, and that it  
was unseemly for a person with such implica-  
tions attached to him to question anyone's  
impartiality, &c., &c.Anstee never appeared in Court again, and  
was dead a few weeks later; even his end is  
said to have been accelerated by his obstinate  
disregard of the injunctions of his medical  
attendant. His funeral at Seewee was attended  
by a large number of Parsees, as well as Hindus  
and Mahomedans, and it was a remarkable  
demonstration of oriental regard for one who  
had often made contemptuous observations on  
the life and customs of the East. Anstee's  
library was sold after his death, and a set of  
Waverley novels purchased at the sale was  
found to contain a number of annotations in  
his handwriting. The purchaser, who was a  
Parsee, had them printed in a pamphlet which  
sold very rapidly and has long been out of  
print. These marginal notes were very charac-  
teristic and betrayed Anstee's prejudice to-  
wards Scotsmen, whom he accused, among  
other things, of an invincible dislike to cold  
water.WHY COSSACKS ARE  
MERCILESS.

CHARGING A FROLIC OF WAR.

The processions which started to converge on  
the Winter Palace at St. Petersburg one Sun-  
day hoped to meet only disaffected soldiers.  
But it was Cossacks they encountered, clans-  
men of the nobles who knew nothing of the  
wrong of labour, and who fan yet their  
hereditary feud against the Russian.The prevalent notion that the word Cossack  
means only a mounted soldier of a particular  
type is a wrong one. A Cossack, to speak  
exactly, is a member of the nomad tribes of  
Central, Eastern, and Southern Russia, and is  
always a Tartar, often a Mohammedan. The  
Cossack soldier who serve the Czar do so  
as a survival of the old semi-feudal  
system, under which certain rights in land  
and cattle were preserved to the tribes in re-  
turn for military service against the turbulent  
Khans of the Caucasus and other enemies  
across the Urals. At the present day they are  
furnished to the army by six *voiskos*, or  
military districts, each of which is required to  
arm, mount, and equip its levy of men, and  
though the old national spirit of the Cossacks,  
which made them a disquieting factor in any  
united force, is diminished, they remain totally  
distinct from the Russians of the regular  
army, half savages yet, with a fierce distrust  
for their countrymen of the north.Their Tartar blood, linking them directly  
with the Orient and loose codes of life and  
morality, is the foundation of all their distinctive  
qualities. In appearance, they are dark, hairy  
men of middle height, with coarse skin and  
wide, full lips; but it is chiefly in the contour  
of the square nose and in the narrow, tilted eyes  
that one marks the Cossack. They have that  
elusive suggestion of rat-like cunning and  
keenness which in the property of most Eastern  
peoples, from the Jew to the Chinaman, and  
in practice—in the Russo-Turkish war, and in  
the Franco-Russian campaign, and in innumerable  
obscure affairs in the corners of Asia—they  
have proved themselves again and again as  
brave as they are ruthless, as strong in the  
fighting line as they are terrible at pillage and  
murder. They belong yet to the days when a  
horse and a sword were any man's justification  
for going to war with his neighbour, and in the  
traditions and folk-lore of Russia tales of the  
Cossacks and their raids and adventures hold  
a first place.These men, children in all but their instinct  
for bloodshed, stationed by the Grand Duke  
Vladimir here and there in the streets of St.  
Petersburg, met the strikers not only with a  
loyalty to the Czar which no pathos of the  
nobles' cause could shake, but with a definite  
enmity of their own, a grudge handed down  
from their fathers. The long-coated horsemen,  
jingling their chains and trinkets, bristling with  
weapons, would see in the doused workers  
nothing but an old enemy delivered into their  
hands, the yellow-haired foeman of yore caught  
at a disadvantage. The word to fire would be  
welcomed by the charge to clear the streets would  
be a frolic of war. St. Petersburg was dragged  
by a force that could ask for nothing better,  
and the oldest quarrel in the Empire had been  
utilised by the authorities to overwhelm the  
newest.—Ez.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 1/10 1/10  
Do. demand ..... 1/10 1/10  
Do. 4 months' sight ..... 1/11 1/11  
France—Bank T.T. .... 2/3 1/2  
America—Bank T.T. .... 45 1/2  
Germany—Bank T.T. .... 103  
India T.T. .... 140 1/2  
Do. demand, ..... 141  
3% anglo-Bank T.T. .... 72  
Japan—Bank T.T. .... 924  
Java—Bank T.T. .... 133 1/2  
Buying.  
4 months' sight L/C ..... 1/11  
6 months' sight L/C ..... 1/12 1/12  
30 days' sight San Francisco & New York ..... 46 1/2  
4 months' sight ..... 47 1/2  
30 days' sight Sydney and Melbourne ..... 24 1/2  
4 months' sight France ..... 24 1/2  
6 months' sight ..... 24 1/2  
4 months' sight Germany ..... 102 1/2  
Bar Silber ..... 27 1/2  
Bank of England rate ..... 3 1/2

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—  
Malwa New ..... @ 1,130/1,135  
" Old ..... @ 1,100/1,200  
" Oldest ..... @ 1,200/1,300  
Punjab New ..... @ 1,170  
Punjab Old ..... @ 1,110  
Punjab Paper ..... @ 750/910

## Intimations.

## OF THE MULTITUDES

who have used it, or are now using it, we have  
never heard of any one who have been dis-  
appointed in it. No claims are made for it  
except those which are amply justified by ex-  
perience. In commending it to the afflicted  
we simply point to its record. It has done great  
things, and it is certain to continue the excel-  
lent work. There is—we may honestly affirm  
—no medicine which can be used with greater  
and more reasonable faith and confidence. It  
nourishes and keeps up the strength during  
those periods when the appetite fails and food  
cannot be digested. To guard against imita-  
tions and substitutions, our "trade mark" is  
put on every bottle of "Wampole's Preparation,"  
and without it none is genuine. It is  
palatable as honey and contains the nutritive  
and curative properties of Pure Cod Liver Oil,  
extracted by us from fresh cod livers, com-  
bined with the Compound Syrup of Hypophos-  
phites and the Extracts of Malt and Wild  
Cherry. Taken before meals it creates an  
appetite, aids digestion, renews vital power,  
drives out disease germs, makes the blood rich,  
red and full of constructive elements, and gives  
back to the pleasures and labours of the world  
many who had abandoned hope. Dr. S. H.  
McCoy, of Canada, says: "I testify with  
pleasure to its unlimited usefulness as a tissue  
builder." Its curative powers can always be  
relied upon. It makes a new era in medicine,  
is beneficial from the first dose and represents  
effective medical treatment of the twentieth  
century. "You can trust it as the Ivy does the  
Oak." One bottle convinces. Watch carefully  
against imitations. At all chemists here and  
throughout the world.

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice,  
to BOOK CARGO AND ISSUE BILLS OF LADING  
TO SEATTLE, WASH., VICTORIA, B.C., and  
PACIFIC COAST PORTS, also to OVER-  
LAND POINTS IN THE UNITED STATES  
and CANADA in connection with the GREAT  
NORTHERN RAILWAY FROM SEAT-  
TLE, as hitherto, by the Steamers of the  
NORTHERN PACIFIC S. S. Co., BOSTON  
STEAMSHIP AND TOWBOAT Cos., OCEAN  
S. S. Co. and CHINA MUTUAL S. N. Co.For further Particulars, apply at the Com-  
pany's Local Branch Office in PRINCE'S  
BUILDINGS, First Floor, Chater Road.B. MORI,  
Acting Manager.  
Hongkong, 24th January, 1905. [68]HONGKONG YOUNG MEN'S CHRIS-  
TIAN ASSOCIATION.

## A NEW DAY SCHOOL

FOR CHINESE PUPILS will be opened  
on MONDAY, March 6th, in connection  
with the Young Men's Christian Association  
(Chinese Department) at 26, Des Vaux Road  
Central, top floor. Thorough instruction in  
ALL THE ENGLISH BRANCHES will  
be given by FIRST-CLASS TEACHERS  
UNDER FOREIGN SUPERVISION. Central  
location. Rooms large and well ventilated.  
Rates very reasonable. Call or send for our  
catalogue giving full particulars. Address the  
SECRETARY as above.

Hongkong, 24th February, 1905. [283]

MEE CHEUNG,  
PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.I am now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE in  
the Colony or in any part of the Far East.GROUPS AND VIEWS  
at a moderate price.  
[56]THE HONGKONG  
STUDIO,HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING AND COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.PRICE VERY MODERATE.  
Hongkong, 19th September, 1904. [59]

## FURNITURE WAREHOUSE.

LI KWONG LOONG,  
李國隆CABINET-MAKER AND ART DECORATOR,  
from Shanghai, has opened a  
FURNITURE STOREat  
No. 45, DES VAUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.Has been patronised by the Hongkong Club,  
Hongkong Hotel, Messrs. A. S. Watson & Co.,  
Ld., Joint Telegraphs Co., and other leading  
Establishments in the Colony, to whom refer-  
ence may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.Messrs. A. S. Watson & Co., Ltd. write as  
follows:—  
"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satisfac-  
tion."(Sd.) A. S. WATSON & Co., Ltd.  
ORDERS punctually attended to, and  
CHARGES most moderate.AN INSPECTION INVITED.  
Hongkong, 6th December, 1904. [60]TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
45, DES VAUX ROAD.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 529.  
Hongkong, 1st October, 1904. [61]

## Intimations.

YOU WANT  
PROVISIONS  
AND  
WINES  
IN  
1905.

GET YOUR SUPPLIES

FROM

A. CHAZALON &amp; Co.

(SUCCESSORS TO

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and  
Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

## BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 22nd February, 1905. [31]

THE WINE GROWERS  
SUPPLY CO.BARRETTO & Co.,  
General Agents, Hongkong.

## PORT WINE,

Direct shipments from the

COMPANHIA AGRICOLA E COMMERCIAL DOS

VINHOS DO PORTO,

(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

	Per Case of 12 Bottles
Dry No. 1	Selected Old Port \$50.00
" " 2	" " " 35.00
Quinta do Porto	" " " 30.00
Dry No. 3	" " " 25.00
Quinta da Granja	" " " 20.00
Tawny, 1857, Vintage	" " " 15.00
Tawny, (White Label)	" " " 14.00
Medium Tawny, (Brown Label)	" " " 13.00
White Tawny, (White Label)	" " " 12.00
Full Wine, (Brown Label)	" " " 11.00
White Tawny, (Brown Label)	" " " 10.50
Light Tawny, (Brown Label)	" " " 10.00

MELROSE  
WHISKYScotland's Best.  
Delicious Mellow  
and Matured.  
BOWEN & M'KACHNIE,  
Proprietors.

## OEPA RUBY

RIOJA CHARENT,  
\$6.00 ... .. per dozen.Direct Importers of Wine, Beer and Spirits  
from well-known Growers, Brewers and  
Distillers. Price List on application.

BARRETTO &amp; Co.,

Nos. 22 & 24, Bank Buildings,  
Queen's Road Central,

Hongkong, 26th January, 1905. [44]



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D.  
1841.

WINE AND SPIRIT  
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH  
WHISKY.

D  
PORT,

VERY FINE OLD VINTAGE MANY  
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,  
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

CLARETS.

per case  
quarts.

Vin ordinaire, Medoc, St. Emilion	\$ 6.00
Margaux St. Julien, St. Estephe	8.50
Chateau Leoville	13.30
Chateau Larose	14.40
Margaux Superieur	14.40
Chateau Pontet Canet	27.00
Chateau Larose Superieur	40.50
Chateau Mouton Rothschild	45.00
Chateau Lafite	45.00
SPECIALLY RECOMMENDED.	
Chateau La Tour Marceau (A Fine full flavoured claret)	89.00
Chateau Haut Vigneau (a splendid after-dinner wine)	18.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 8th December, 1904.

[33]

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

## BIRTH.

At No. 9, Hare Street, Calcutta, on 1st February, the wife of A. J. FRASER BLAIR, of a daughter.

## MARRIAGE.

On the 23rd February, at St. Andrew's Cathedral, Singapore, by the Rev. H. C. Izard, TOM ERSKINE GATE, of Santubong, Sarawak, and son of the late Robert Gate of Dewsbury, Yorkshire, to HELEN MAY, 3rd daughter of J. J. W. Saville of Leeds, Yorkshire.

## The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 2, 1905.

## CHINESE ENGINEERING AND MINING CO.

Within the past week we have reproduced a series of reports from the columns of the *London and China Express* in connection with an important case brought by His Excellency Chang-yen-mao and the Chinese Engineering and Mining Co., of Tientsin, against Mr. Charles Algernon Moreing, Bewick, Moreing and Co., and the Chinese Engineering and Mining Co., Ltd. This action presented many interesting and amusing incidents before the Chancery Court of London, and is one of considerable international importance, and fraught with a great deal of political significance. Briefly summarising the circumstances which gave rise to this *casus celebris*, it may be stated that the Kaiping mines, as the original Chinese Engineering and Mining Co. was generally known in China, situated not far distant from Tientsin, were working for thirty years or more under the direction of Mr. Kinder, an English engineer. Li Hung Chang, the Viceroy of the province, and Chang-yen-mao—whose career has not been free from an element of romance—some years ago caused the mines to be taken over by a Chinese company, at the head of which was Tung King Sing, the greatest Chinese merchant of modern times. The latest Western methods were introduced, and a railway was constructed to the treaty port of Chingwantao, on the Yellow Sea, where wharves, &c. were also erected. Then came the Boxer outbreak and the invasion of North China by the international forces, and to protect the mines—not from the Boxers but really from the Russians—the property was transferred to an English company in which there was a large Belgian element. The conditions under which this transfer was made were in issue in the action just concluded. Chang-yen-mao and the former Chinese company declared that among the conditions of transfer was one providing that there should be a Chinese board of directors in North China, of which Chang-yen-mao should be the head, as well as an English board in London. In this way the Chinese would, it is said, preserve their hold on the property. Messrs. Bewick and Moreing are the original concessionaires and promoters of the new or English company, acting through M. Hoover as their agent, while M. de Wouters represented the Belgian shareholders in the new company. The English company did not deny that an arrangement such as this was made at the time Chang-yen-mao executed the conveyance of the mines, but asserted that their agent who accepted it had no authority to do so, and that the property was theirs already without any such condition by reason of a contract previously made by Mr. Detring, Commissioner of Customs at Tientsin, acting under Chang's power of attorney. There were other points as to whether certain share issues and allotments were in accordance with the contracts between the parties, but the main issue is that which we have just pointed out. When things began to settle down after the Boxer trouble, Yuan Shih Kai became Viceroy of Chih-li and Li Hung Chang died. Yuan inquired into the position of these valuable mines, and found that they had passed clean away from China into the hands of an English company. He thereupon called on Chang, as the person responsible, to get them back; hence the action. After occupying the attention of Mr. Justice Joyce for a number of days, His Excellency Chang-yen-mao has succeeded in obtaining judgment against the defendants in the action, Mr. Charles Algernon Moreing, Bewick, Moreing and Co., and the Chinese Engineering and Mining Co., i.e. the new company. From the brief telegraphic mes-

sage, printed in another column, we learn that the plaintiffs succeeded in the principal issue, and were awarded costs of the suit. This result is not surprising in presence of the evidence, which did not appear to have established any *locum standi* for the defence in the action. Supplementing his earlier wire our London correspondent telegraphs that it was held by the learned Judge that the terms of the memorandum of agreement, dated the 19th February, 1901, had not been performed and that unless they be complied with within a reasonable period of time the Court should do what it could to restore to the plaintiffs the mines and property belonging to the company. Among the important provisions of this document was that for the appointment of Chang-yen-mao as Director-General for life and the inclusion of a Chinese Board of Directors. When the company had been registered in London, according to the opening statement of counsel for the plaintiffs, the articles of association of the English (that is, the new company) only provided for a nominal Chinese Board which could be dismissed at the defendants' pleasure, and contained no provisions for the appointment of Chang-yen-mao as Director-General for life. Mr. Levett, the counsel, submitted that it was plain the defendants' agents deliberately deceived the plaintiffs, who claimed that the memorandum of agreement in question was binding on the defendants as well as the order for carrying into effect its provisions. It was submitted that, in the event of this view being held to be binding the plaintiffs claimed a declaration that the indenture of transfer and conveyance of the mines and property had been obtained by the fraudulent representation and fraud of the defendants or their agents, and ought to be set aside, or, in other words, a declaration that the defendants were not entitled to retain the benefit of the indenture except upon the condition of making good to the plaintiffs the obligations imposed by the memorandum. From the evidence adduced in the case, as far as we have been able to see from the reports printed in our columns, it was clear that the defendant company had not complied with the conditions of this essential agreement in their entirety. The ruling of the Court could not be other than that whose result is announced in our special wire. The Bench has declared that the agreement has not been performed, and that if its terms and conditions are not complied with the Court will order the restoration to the Chinese of the whole of the Company's mines and properties in Chingwantao. Were the question not fraught with considerable interests which might give rise to international complications by reason of the position of the shareholders in the concern, the decision of Mr. Justice Joyce would be a matter affecting the position of the two parties concerned. But the position of the shareholders, whether registered as such or as holders of "bearer scrips," remains to be defined before it can actually be ascertained in what relation the latter will stand in regard to the decision if the defendant company refuse to abide by the order of Court and comply with the terms of the document of February, 1901, which conveyed and assigned the property to the English company. As far as it can be at present judged there seems to be no other option than to abide in good faith by the terms under which Chang-yen-mao appears to have yielded to the surrender of the rights and properties of the mines to the new company, which will thus admit of a Chinese board of directors and re-establish Chang-yen-mao in his position as Director-General for life. The subservience of the company to the Chinese will undoubtedly take place as the result of the legal decision and the position of the foreign shareholders will thus be one of curious anomaly. In either case foreign shareholders must be the losers; for no English capital will be forthcoming in a concern wherein a Chinese official, however high his rank, holds the reins as the manager-in-chief. And to deprive Chang of that office would mean the restitution of the mines and property to the original Chinese company. The European shareholders would thus be jumping from the frying-pan into the fire. However much we may regret the attitude assumed in the preliminary negotiations by the principals concerned in effecting the purchase and transfer of the Kaiping mines from Chang-yen-mao we cannot but welcome the decision of the tribunal in this case, the first of its kind in a British Court, which must raise the uprightness and integrity of our Bench still higher in the estimation of the Chinese Government and its people.

## LOCAL AND GENERAL.

THE condition of Prince Eitel Friedrich continues dangerous, says a wire of 30th January. The patient coughs up blood and seems in considerable pain.

THE marriage of an elderly couple has taken place near Boston, Lincolnshire, the combined ages of the contracting parties amounting to 154 years. Miss Scott, the bride, was on the verge of 80 years and the bridegroom, Mr. Virgil, was 75.

\* SOME anecdotes of the late Mr. Chisholm Anley, one time Attorney General in Hongkong, are given on the third page.

A CABLE has been received, intimating the death of Mr. J. O'B. Saunders, C.R.E., Managing Proprietor of the *Englishman*, at Naples.

THE Headmaster of Harrow is inviting Old Harrovians to contribute towards a fund for the purchase of two hundred and fifty acres on the east side of Harrow Hill, costing £75,000.

THE troopship *Dufferin*, designed by Sir Edward Reed for the Royal Indian Marine, has left Messrs. Vickers, Sons, and Maxim's yard for Bombay. The *Dufferin* is claimed to be the largest troopship yet constructed.

A WAR Game will be played at the Headquarters office, on the 7th inst. commencing at 2 p.m. Lieut. Col. A. E. Aitken, 119th Infantry, and Major L. H. Parry, Royal Garrison Artillery, will be the Commanders of the opposing forces.

LADY CURZON and children sailed for India in the Peninsular and Oriental steamer *Arabia* on 10th ult. Lord Curzon has resigned the Wardenship of the Cinque Ports, and the Prince of Wales succeeds him. Walmer Castle will no longer be the official residence.

GENERAL TREPOFF, the Governor-General of St. Petersburg, has decided to hand over to the common hangman Maxim Gorky and four other leaders of the movement. This is the astounding message which "Vorwarts" has received from a trusted correspondent in Liberal circles at St. Petersburg.

FROM the Bench of the High Court to the head of a province is a somewhat novel experience for an Indian civilian. It falls to the lot of Sir Herbert Thirkell White, the successor of Sir Hugh Barnes, at Rangoon. Sir Herbert is an old Dulwich boy, who entered the L.C.S. from Brasenose College, Oxford, in 1877. He was posted to Burma, and there his whole official career has been spent—with no small honour.

THE gold production of Australasia for the year 1904 is approximately stated to be 4,194,322 fine ounces, of a value of about £17,828,000, as against 4,195,237 fine ounces, of a value of about £18,250,000, for 1903. The falling off has been principally in West Australia, where a decrease of 81,571 oz. is shown, and in Queensland, where the decrease is 43,629 oz.

CAPTAIN H. Stehr, master of the German steamer *Kaptein*, was summoned for not maintaining proper rat-flanges on his mooring ropes, while moored alongside the wharf. Owing to sickness the captain was unable to attend Court, but the chief officer appeared in his behalf. The charge was proved and a fine of 50 was inflicted. The defendant objected to this and said he would appeal, as he believed there were other steamers without proper rat-flanges! That, apparently, was his only ground for a rehearing of the case.

THIS evening at 9 o'clock sharp in the lecture hall of the Union Church, Mr. George Grimbly will deliver a lecture on "Mendelssohn, life and works." The lecture is open to the public and will be illustrated by the following musical programme:—Piano solo, Capriccio Brillante, Mr. Emil Danenberg; baritone solo, "On the Wings of Song will I take thee," Mr. Frank Austen; cello solo, "1st Movement from Sonata No. 2," Mr. Koenig; and trio, (violin, cello, and piano), "Finale to Sonata in D Minor," Messrs. Barlow, Koenig and Grimbly.

It is wonderful, says the *S. F. Press*, what confusion a want of precise geographical knowledge will work with the sub-editorial department of newspapers. "Along Bay" or "Baie d'Along" is always a stumper. It is of course, the French naval anchorage in the Gulf of Tonkin. The *Daily Mail* could make nothing of this in a wire from Singapore; a couple of years ago, and turned it into "along the Bay." And this the other day, in a Ceylon paper—"The French cruiser *Sully* is badly ashore along the Bay of Tongking. The crew has been taken off."

We are informed by the President of the Masonic Quadrant Club, that it has been decided to hold the fifth, of these most popular dances on the 9th instant, instead of on the third as usual, to suit the convenience of many of the guests. Always popular, this dance is expected to exceed all the previous ones in every detail, and every effort is being made to this end by the committee, and the energetic Secretary, Mr. Higby, and the indefatigable Mr. Harry Wolfe. Arrangements are also on foot to give a smoking concert a week later, or on the 17th inst; and for this a most attractive programme of songs, music, recitations, and costume sketches is already in course of preparation.

Mr. James William Norton Kyshe, formerly Magistrate and Registrar at Malacca, and more recently Registrar of the Hongkong Supreme Court from which post he retired some time ago, has published with Messrs. Sweet and Maxwell (ros. 6d.) "The Dictionary of Legal Quotations." A short note in a home paper thus refers to Mr. Norton Kyshe's work:—"Selected dicta of English chancellors and judges from the earliest periods to the present time, and dedicated to the Lord Chief Justice. A composition of this kind entails a vast deal of research and collation, and in this case it has been done with an eye to humour as well as legal acumen and authority. Even the lay reader will find some excellent browsing in its pages, and its value as a book of reference cannot possibly be gainsaid."—*S. F. Press*.

UP to the 15th ult. plague had openly existed in Rangoon for a week and unfortunately, though the cases are still few and far between, they were continuing. Up to that date, thirty-one had been reported, and of these no less than twenty-one had proved fatal.

THERE was a pleasing ceremony in St. John's College, Cambridge University, the other day, when a presentation was made to the Rev. John E. B. Mayor, who has been Professor of Latin since 1872. The occasion was the professor's eightieth birthday, for he was born at Baddegama, Ceylon, in 1825.

TO mark the twentieth anniversary of Gen. Gordon's murder the statue of the distinguished soldier in Trafalgar-sq. was decorated with wreaths, including offerings from the Gordon Boys' Home, the Ragged School Union, and the Chinese Legation in London, which always honours the memory of "Chinese Gordon."

THE proprietor of a certain prominent hotel in the city, received on the 28th ult. a summons from the Court, calling upon him to appear at the Magistracy "on the 2nd February, 1905," to answer to the charge of over-crowding in his servants' quarters. He wondered whether the "5" should read "6," and why he was given eleven months' notice to appear to answer to the charge. Finally he resolved to take the advice of one of their Worshipships at the Magistracy, and did so this morning, with the result that the case was allowed to continue, but as the defendant pleaded ignorance of over-crowding, and undertook to put a stop to it, he was fined the nominal sum of \$1.

## TIBET MISSION SENSATION.

## COLONEL YOUNGHUSBAND CHARGED WITH DISOBEDIENCE.

Dispatches relative to the Tibet expedition issued by the Government, disclose an extraordinary conflict of opinion between the British Government and Col. Younghusband, the political head of the "mission." The latter is roundly charged with disobeying his instructions, and the agreement he concluded was materially modified.

The difficulty arose over the indemnity. The Government's instructions were that the amount to be paid by the Tibetans should be limited to a sum which the Tibetans could pay in three years, occupation of the Chumbi Valley for that period to be the security. In spite of this Col. Younghusband concluded an agreement fixing the indemnity at £50,000, payable in 75 annual instalments, with occupation of the Chumbi Valley for that period.

The Secretary for India telegraphed to the Viceroy expressing strong disapproval, and authorising the reduction of the indemnity from 75 to 25 lakhs of rupees. Colonel Younghusband deprecated the reduction; but the Secretary of State emphatically declared that as the agreement had been framed in disobedience to express instructions the Government could not accept it. The indemnity was ultimately reduced to 15 lakhs, payable in three years.

## COMMERCIAL PROSPECTS.

Speaking at the Colonial Club on British commercial prospects in the Far East, Sir Edward Sassoon declared that we were not confronted by impossible problems, but our supremacy of former years no longer went unchallenged. Foreign nations, in pursuit of their world-politics, as they understood them, now disputed every inch of the ground on which we used easily to be first. In railway matters our concessions were on rich territories, but as regards shipping we should have to wake up to the altered necessities of the case. Our most formidable competitors would probably be the Americans, and that was in a way fortunate, as in the Far East the two countries saw pretty well eye to eye. Reference had been made to spheres of interest. He feared that in that respect the partition of China took place some years ago. We then got the Yangtze Valley, though Germany insisted on an effective occupation. A few gunboats on the river would have sufficed, but we did nothing, and now the Germans were acquiring all sorts of concessions in that territory. We had shown too much self-effacement in the Far East, too much waiting on events as shaped by others. (Hear, hear) Some sort of Palmerstonian "mailed list" was required, so that when we got concessions they should be respected. One could not always, however, understand the underlying motives of our policy in the Far East. For instance, what intelligible reason was there for our having scuttled out of Port Arthur? We had everything, to expect from Japanese progress in those regions. (Hear, hear.)

## SHIPPING AND MAILS.

## MAILS DUE.

Australian (*Chinglu*) 4th inst.  
American (*Manchuria*) 5th inst.  
Indian (*Lightning*) 6th inst.  
Indian (*Sutang*) 14th inst.

The "Den" Line s.s. *Denleuch* from Antwerp and London left Singapore on the 28th ult. for this port.

The M. M. Co.'s s.s. *Tourane*, with the next French Mail, will leave Saigon to-morrow at 11 a.m. for this port.

The C. N. Co.'s s.s. *Chinglu* from Australian Ports left Manila on 1st inst., p.m., and is due here on 4th inst., at daylight.

The C. F. R. Co.'s s.s. *Empress of India* left Vancouver, B.C., for Hongkong via usual ports of call on 1st inst., at 2 p.m.

The H. A. L. s.s. *Nahla* from New York left Manila for this port on 1st inst., at noon, and may be expected here on 4th inst.

The A.P. Co.'s s.s. *Lightning* from Calcutta left Singapore for this port yesterday morning, and may be expected here on 6th inst.

## T E L E G R A M.

## "HONGKONG TELEGRAPH" SERVICE.

## CHINESE ENGINEERING &amp; MINING CO. CASE.

## JUDGMENT FOR PLAINTIFFS.

## QUESTION OF DAMAGES RESERVED.

CHANG-YEN-MAO'S GOOD FAITH UNIMPEACHED.

[From Our Own Correspondent.]

London, 1st March, 1905,  
12.15 p.m.

In the action brought by His Excellency Chang-yen-mao and the Chinese Engineering and Mining Co., of Tientsin, against Mr. Charles Algernon Moreing, Bewick, Moreing and Co., and the Chinese Engineering and Mining Co., Ltd., judgment has been delivered for the plaintiffs who succeeded in the principal issue of the action.

The plaintiffs are also entitled to costs.

LATER.

Mr. Justice Joyce held that the terms of the memorandum of agreement, dated the 19th February, 1901, have not been performed and that, unless they be complied with within a reasonable period of time, the Court should do what may be necessary to restore the mines and property to the plaintiffs.

The question of damages is reserved until it is seen what result arises in connection with the present judgment.

It is not shown that H. E. Chang-yen-mao is guilty of any breach of good faith.

## THE REGISTRATION OF MEDICAL PRACTITIONERS.

As a Medical Ordinance is just now before our own Legislative Council—it may be of interest to mention that the Ceylon Legislative Council recently went into Committee to discuss "An Ordinance to provide for the Registration of Medical Practitioners in Ceylon." The *Times of Ceylon* referred to the meeting of 7th February in detail. The fee of Rs. 5 was considered to be sufficient to be charged for registration. In the draft Ordinance before our own Legislative Council—the suggested fee is \$50. The Council of the Malaya Branch of the British Medical Association has, we believe, communicated the views of medical men here to the Government.

A heated discussion took place in Ceylon as to the probable position of native practitioners, as well as of unqualified persons, who undertake to practise medicine. The Ceylon Ordinance is generally on the lines of the law in England, which experience has shown to be useless in the prevention of quackery. Native practitioners, who carry on medical work according to ancient systems, are rightly exempted both in the proposed Straits and Ceylon Ordinances.

The position of qualified British medical men in a British Colony is simply absurd. Apart from the illegal assumption of the medical title of "Dr." Surgeon or Physician, any dresser or compounder may start practice, and prescribe powerful drugs, at his own sweet will. He may not handle naregoric, which is comparatively a harmless drug, but he may deal out strychnine, digitaline, atropine, or other powerful alkaloids. Paregon, however, comes within the purview of the Opium Ordinance. The qualified man from Europe has had to go through a scientific training during five years at least. But medical men do not ask that their interests should be protected. They only desire the protection of the public. Natives here cannot understand the difference between the position of a qualified man and that of a European quack. In former years a good number of the latter have come here and gone away many thousand dollars richer than when they arrived. But the main point of the Straits Medical Ordinance is that it aims at giving reciprocity to those countries which recognise the degrees, diplomas or licenses of British Schools. H.E. the Governor is quite alive to the necessity of protecting our Imperial interests. Now a man with a British qualification cannot earn his living as a medical man without obtaining a local qualification in Dutch, German, or French territory. Yet in the Straits, and other Eastern Crown Colonies, men with continental degrees may settle down and compete with British practitioners. We think it only right that if Dutch or German Colonies in the Far East refuse to recognise British degrees, our Government should also refuse to allow foreigners to practise in our Colony.—*S. F. Press*.



## TELEGRAMS.

**A Royal Visit to the Far East.**  
LONDON, 28th February.  
Prince Frederick Leopold of Prussia has started for the Far East via Genoa.

**Russia and China's Neutrality.**  
Russia, in a Circular Note to the Powers, declares that the Japanese have violated China's neutrality by appearing in the rear of the Russian army to the west of the railway.

**The Situation in Russia.**  
Reuter's Warsaw correspondent wires that the peasants in Poland, incited by the Socialists, are joining the strike movement. This is the most serious development, at present, as seven-tenths of the population are peasants.

## CHINESE LABOUR.

**THE WIFE QUESTION.**  
Mr. F. Perry, Chairman of the Witwatersrand Native Labour Association, has returned to England from China, where he went on behalf of the Transvaal Chamber of Mines, to organise the arrangements for coolie emigration to South Africa. He is now on his way back to the Transvaal. In the course of a conversation with Mr. Perry, a representative of a London journal elicited most important information regarding the question which excited great interest in England as to whether the Chinese labourers would take their wives to South Africa. In China itself the almost universal opinion among persons of experience who have been consulted—foreigners as well as Chinese—is that they will not do so, especially for so short a term as three years. This opinion, however, may be wrong, as opinion in China has been wrong on other points, such as the readiness of the North-easterners to emigrate at all. It is true that Chinese emigrants to other countries have never been in the habit of taking their wives, even when they went for longer periods.

In San Francisco, for instance, there are said to be at the present moment between ten and fifteen thousand Chinese men and less than 60 legitimate Chinese wives. In Singapore, again, which is, so to speak, next door to China, and which has an enormous Chinese population, the proportion of women is very small. A similar conclusion would be drawn from Australian statistics. In all these cases, however, it has been a question of Southern emigration, and conclusions drawn from the behaviour of Southern do not necessarily apply to Northern Chinese.

On the other hand, the greater prevalence of "foot-binding" among the poorer classes in Northern China makes it more difficult for the women to travel from home. It must be admitted, also, that so far the emigrants have shown no inclination to be accompanied or followed by their wives. On the contrary, they appear to have received the proposition with ridicule. The answer which the various agents and officials who questioned them on the subject received was always very much to the same effect: "We are going away to make money, why on earth should we encumber ourselves with our wives?" The opinion was expressed in some quarters in England that married men would be rejected in order to save the mining industry the expense of transporting their wives and families. This has certainly not been done up to the present. A man is not even asked whether he is married until after he is definitely accepted as an emigrant; and, so far as any instructions have been given on the matter to the recruiting agencies, they have been to try to secure a proportion of men who would take their wives.

Only between four and five thousands out of the first 25,000 emigrants described themselves as married. Seeing that practically every Chinese who can afford it marries as soon as he reaches manhood, the apparent proportion of unmarried men among the emigrants is absurdly large. It may be due to either of two reasons, or to a combination of the two. The bulk of the emigrants may have belonged to the very poorest class, the "submerged tenth," which exists, of course, in China as in other densely-populated countries.

However that may be, the 3000 wives who have been registered are, presumably, to be found if their husbands want them, and though it does not appear that the labourers in the Transvaal have yet expressed any wish for their wives to follow, it must be remembered that most of them have only been in the country two or three months, and it is, perhaps, rather soon to affirm positively what they will or will not do in the matter. If wives and families are sent for, it is not expected that they will be carried on the same transports as convey the labourers.

Opinion in China is not so much alarmed as it appears to be at home by the possible prospect of the Chinese labourers, or a considerable part of them, remaining for three years separated from their wives. As has been recently pointed out by a correspondent to a London paper, the Chinese wife does not belong to her husband so much as to his family. When a Chinese marries he does not necessarily, or even generally, set up a separate household; he takes his wife to live in his father's house, where she takes almost the same position as one of the unmarried daughters. If the husband obtains employment in another town or district he no more thinks of taking his wife with him, assuming her to be living in his family home, than he would think of taking his sister. Such separations are quite common, and often prolonged.

With regard to the condition of those labourers who have arrived in South Africa, it could hardly be expected, of course, that a certain number of difficulties should not arise in the handling of so large a number of men suddenly brought into absolutely strange surroundings, and set to work under European quite unacquainted not only with their language, but with their habits and ways of thought. Considering everything, it reflects great credit on the mine managers of the Rand and on the European employers of the various mines by which Chinese labourers have been engaged, that the difficulties and disputes have been neither many nor serious.

## SALE OF RACE PONIES.

The list of ponies, etc. with their purchasers and the prices paid at the public roup, held by Messrs. Hughes and Hough at Keeney's Repository, Causeway Bay, this afternoon is as follows:—

Modesty, 12.0 China pony, a good and strong hack, 3rd in Lusitano Cup, 1904, Mr. J. Leiria, \$110.  
Pat, China pony, Mr. Sincro, \$140.  
Mick, China pony, winner of Chinese Club Cup, 2nd in German Cup and 3rd in Parsee Cup, Mr. Sincro, \$210.

Ready, China pony, Mr. J. Leiria, \$110.  
Fly, China pony, Mr. Forrest, \$110.  
Bile water gelding, 14.1, good hack, ridden by lady, withdrawn at \$100.

Herbert, dun water gelding, 14.1, winner of 2 races, Ceylon, bought in 2400.

Grey water mare, 14.1, first class polo pony and hack, bought in \$400.

Chestnut mare, 14.1, first class polo pony and hack, bought in \$200.

Treacle, polo pony, Indian country bred, Mr. Kernan, \$150.

Norah, water, first class polo pony or hack, bought in \$330.

China pony, 13.1, good hack and quiet to ride, Mr. J. J. Leiria, \$105.

Spot Royal, China pony, winner of the "Rose Cup" and 2nd in Nil Desperandum Stakes, Mr. Johnston, \$30.

Rocket, Mr. Kernan, \$100.

Nobby, Mr. Kernan, \$100.

Li Le Momo, Mr. J. J. Leiria, \$75.

Hyacinth, bay country bred mare, high class p. pony, excellent hack, fast; winner of a race at Calcutta, bought in \$300.

Palface, skewbald country bred mare, excellent polo pony and hack, carries a lady, Mr. J. J. Leiria, \$165.

Antice, water mare, good polo pony and hack, carries a lady, Mr. Aizenza, \$120.

Lady Sarah, bay country bred mare, high class polo pony, very fast, bought in \$200.

Nomination, dun pony, 3rd in Maiden Stakes, winner of the "Lucky Cup," Mr. Rutherford, \$16.

Runaway Girl, grey water mare, winner of races and good polo pony, bought in \$330.

Desperation, chestnut pony, up to weight, Mr. Stabb, \$165.

Exasperation, white pony, Mr. Kernan, \$120.

Bay water mare, 14.1, very fast and quiet in harness, bought in \$330.

Cream Griffin, 13.0, no bid.

Velvet, black China pony, Mr. J. J. Leiria, \$10.

Havers, chestnut China pony, Mr. J. J. Leiria, \$55.

Jim, grey polo pony, bought in \$25.

Oregon, brown China pony, Mr. J. J. Leiria, \$50.

Once More, grey China pony, Mr. Melchers, \$5.

Banksia Rose, bay China pony, Mr. Kernan, \$75.

Manhattan, bay China pony, no bid.

The Crab, dun China pony, no bid.

Quebec, chestnut China pony, bought in \$45.

Mince Pie, chestnut China pony, good lady's hack, Mr. Emmett, \$140.

Fawn, grey China pony, \$105.

Traveller, grey China pony, withdrawn.

Dark-brown water gelding, quiet in saddle and splendid action, 14.1, 7 years old, Mr. Gegg, \$190.

Arab colt, 2 years old, no bid.

Bijou, China pony, 13.1, very quiet, Lieut. Cooper, \$160.

Timonsee, China pony, Mr. Latell, \$135.

Pickaniny, grey griffin, Mr. Aizenza, \$140.

Manila pony, Mr. Melchers, \$100.

## FIRE BRIGADE EXHIBITION.

At half-past three to-morrow afternoon, the Hongkong Fire Brigade will give an exhibition of their prowess in fire-fighting, similar to that given last year, on the ground behind the Ko Shing Theatre. The Governor, Sir Matthew Nathan, R.E., K.C.M.G., and a party from Government House will be present, and a verandah in a house overlooking the scene of the exhibition is being prepared for their accommodation.

## THE RECURRING DIAMOND.

It will convey little to most minds, no doubt, to learn that the diamond which we mentioned in our columns a month ago, on the Rand, weighs 3,030 carats. Few of us have the satisfaction and responsibility of possessing diamonds that are at all commensurable—or, should we say, comendable?—with that that it is sufficiently obvious that a diamond weighing a pound and a half, measuring 4 1/2 in. by 2 1/2 in. and three or four times as big as the Koh-i-Noor in its current state, is something out of the way. It will shrink, no doubt, to a quarter of its present size, or even less, when cut, and of course no one knows yet what it will be worth when quality as well as quantity has been investigated. But the Eclipse, or Milner, or whatever it will be christened, bids fair to make the Regent, the Great Mogul, the Excelsior, and all other monstrous gems recorded in history, seem quite commonplace. Even Jules Verne's South African diamond, which changed colours inside the gizzard of an ostrich, and finally exploded from self-importance or some other cause, is outdone. Kimberley must be seething with jealousy to-day.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 2nd at 11.40 a.m. The barometer has risen considerably over Japan, fallen moderately on the E. coast of China.

The high pressure area is moving Eastwards and appears to be now centred over NE. China.

Gradients are decreasing and the monsoon will probably moderate on the China coast and over the N. part of the China Sea.

Forecast:—Fresh NE. to E. winds; overcast, some drizzling rain.

## RESIDENTIAL PROPERTY.

COMFORT AND CONVENIENCE, WITH  
ULTIMATE FINANCIAL GAIN.

The privileges set forth in these headlines, are no doubt what most people have or hope to have at some period of their lives, and yet such privileges are often within the reach of all if the opportunity be taken when it serves, observes a writer in the *Singapore Free Press*.

In years gone by the average European has overlooked the opportunity of securing for himself and successors not only residential property but business property as well, usually on the plea that he being a "bird-of-passage" found it more convenient to rent a place than to buy it. Also that his anticipated short stay in the Colony did not warrant his being a land owner.

As a matter of fact the European in business here before he reaches the "top-of-the-tree" has accumulated enough to retire upon, has spent the best years of his life in these parts, so that his plea of not acquiring property for his own "comfort, convenience and ultimate financial gain" on the grounds of his "short stay" may be said to be a fallacy, especially so when we have in view results connected with the recent vigorous state of the local land market, when higher rents, no leases, no repairs and very uncertain tenancies have been the ruling order of the day. A few Europeans in the past, no doubt wise in their generation, did avail themselves of the opportunity to purchase properties either for their personal or commercial convenience and thus assured to those who have been sellers highly remunerative results, and to those who were not sellers complete immunity from the speculative landlord. To own one's residence or business premises should be the ambition of every man, and it is surprising to find how few, even amongst people of affluent circumstances, who really give this matter the serious attention it deserves.

Once a man becomes the owner of a property he naturally looks after his interests by improving it, by attending to minor repairs or defects on their first appearance, by an active interest in the grounds and shrubberies, and by generally keeping the property up to its marketable condition.

Now lack of funds is no doubt a serious obstacle to the acquisition of any property whether moveable or immovable. So this article is addressed more to the thrifty man who has contrived to save a few thousand dollars, let us say \$4,000 to \$5,000, and which sum in his opinion is a long way off the amount that would be necessary for the purchase of a private residence. At first sight this may appear to be so but in these days of "commercial convenience" the matter is readily arranged.

For instance with \$5,000 a person could buy a residential property to the value of \$15,000 leaving of course \$10,000 on mortgage payable by arrangement. The interest he would pay on the mortgage would be less than the sum he would have been asked to pay had he rented the same property, to say nothing of his legal right to sell at a profit should such occasion offer. Another mode of securing property is for the investor to purchase a site of land with the money at his disposal and arrange what is termed a "building mortgage." This is to say the investor chooses his style of house, and fixes its completed cost upon tenders that would have been submitted to him. The person who lends the money on such building mortgage holds the land as a first security and finance the erection of the residence, from stage to stage, the supervising architect, certifying it is being proceeded with, leaving unpaid usually a margin of 1/3 of the completed work as security for the shortcomings of the contractor.

Building mortgages, where responsible persons are interested, are looked upon with favour and are usually satisfactory to the contracting parties.

It not infrequently happens that an arrangement is arrived at whereby the proposed purchaser pays off a round sum, interest and capital included, quarterly or half yearly, and thus by a compulsory method of saving money secures for himself his own property in a few years. There are other equally satisfactory ways of bringing about the same issue if the matter be gone into carefully.

Once a person becomes possessed of a property, no matter how small, it is surprising the interest he will take in local land questions. The Chinese and Arabs have given us excellent examples of this and if the European will do likewise, and it is in his interests to do so, then the purposes of this article will have been served.

Therefore comfort is assured by owning a house to one's personal liking; convenience is attained by the independence attaching thereto, and the ultimate financial gain should be the outcome of careful investment.

## THE CZAR'S POSITION.

The real position of the Czar with regard to his Ministers is by no means understood generally. Speaking theoretically, the Czar is everything; in him reside initiative and responsibility. But he is responsible only to history or to a revolution. This monopoly of initiative by the Ruler renders his Ministers perfectly impotent in crises like that in which Russia finds itself becoming involved now under a Czar who ought to possess the intellect, resolution, and resource of a Peter the Great. Hence it is, that instead of the proper remedy which should be applied by a responsible Minister, the Czar is himself unable to take the required initiative and to give instructions to his Ministers, and he is obliged to fall back upon the simple remedy of physical force at the hands of a man like the Grand Duke Vladimir, whose interests are certainly not those of the well-being of the State. To make matters worse, the Czar is not only incapable of devising a line of policy on his own account, but he is too obstinate and conceited to accept advice from others.

During the last few years he has shown, on the other hand, an extraordinary incapacity for selecting good advisers. By a strange irony of fate, the Russian monarch has been in succession under the hands of such charlatans and nonentities as Philippe, the Jesuit "spiritualist" medium; Demchinski, the weather prophet; who is known to Russians as the "Moodraker"; and Klopov, the unappreciated economist, who, however, succeeded in finding appreciation in the eyes of the Czar. All this motley crowd of charlatans managed to disappear again into oblivion, but with their pockets well filled. The Czar learned nothing from them; he might just as well have picked up pebbles and asked their advice. The blame for the present state of affairs in Russia is not to be laid at the doors of the Ministers, except in so far as they have indulged the whims of their master. Whenever a serious and honest protest was made, as in the notorious case of concessions to prevent the war with Japan, the Czar has opposed his Ministers; thus, he stood out against the unanimous opinion of three of his best advisers, Count Lamsdorff, M. Witte, and Goe. Kuropatkin, and stigmatised them as "cowards" for their efforts to avoid that which they foresaw clearly would be a national disaster. And this came from the man who has not had the courage to meet a deputation of unarmed workmen before the Winter Palace.

It is quite a mistake to suppose that the Czar has been guided by his Ministers; their responsibility is to be measured solely by the extent to which they agreed to carry out such of his views as were opposed to their own better judgment. The present crisis and the utter helplessness of the Czar to meet it afford a stronger argument than the wishes of the people for the devolution of his prerogative and for the establishment of constitutional government in Russia. No excuse can be found in any outside influence for the Czar's conduct; the fact that the Dowager Empress has become more Russian than the Russians themselves and a pillar of autocracy, orthodoxy, and nationality is no explanation of the behaviour of her son, nor is the fanatical influence of such men as Pobiedonostzeff to be taken into serious account. The personal character of the Czar is felt by all Russians to be the dominating feature in the situation; it is the radical weakness of the most important part of the machine of autocracy which has failed. The Czar has succeeded in destroying that traditional halo, which has made his person sacred hitherto and beyond criticism by his subjects. Among all classes, from the highest to the lowest, from the most intellectual to the most illiterate, the Czar has lost all prestige and respect. What this means, can be appreciated best by those who know Russia and the Russians. The words uttered by the priest Gapon to the effect that "There is no Czar now; innocent blood has flowed between him and his people," merely seal a verdict which has been pronounced already.—*Globe*.

## THE SHELL TRANSPORT COMPANY AND OIL IN BURMA.

At the annual general meeting of the above Company, held in London on the 22nd January the following resolution was made to oil in Burma by the Chairman: I have no development to report as to our application to the Indian Government to take our part in the development of the Burma oil-fields, and our appeal against the decision of the local authorities is now before the Indian Government at Calcutta. Pending their decision, we have received the assurance of the authorities that no fresh prospecting licences will be diverged from us to be granted to any other company or companies, and that when the principle of the question has been settled by the Indian Government, we shall, no doubt, obtain fair play. It would be indeed monstrous, if a company who had done so much to develop the business in oil in Burma, who have placed orders for millions of pounds in steamers and material in this country, and who have put at the disposal of the Admiralty gladly, willingly, and freely, their most costly experience in liquid fuel, were denied facilities upon the outrageous statement made by our trade opponents, that we were not a British Company. It is an extremely serious matter to this company that the producers of Burma oil should be enabled to sell their oil, by reason of the allowance in duty which they have, at the present time, than we can recover. Assuming that we do a trade of 3,000,000 units in India, this represents a bonus to our opponents, and a loss to us of nearly 1,000,000 per annum. In other words, if the Burma Oil Company were compelled to take into their calculations the duty which they would have to pay, they would be obliged to raise their prices to such a level as would enable us to recover this extra sum upon our sales. We do not for a single moment intend relinquishing our hold upon the Indian market. We have spent hundreds of thousands of pounds upon our organisation there, and although the prices which we ought to recover are very much less than those which we can get, thanks to the opposition of the Burma Oil Company, the returns are still such as will enable us to hold our trade at a profit. This, however, does not apply to Russian oil, which can only now be sold in India at such a ruinous loss to shippers or producers, that it can be only a question of time for shipments from that country, and still more from America, to cease, when there will be ample room left, both for the Burma Oil Company and ourselves, unless the production of both increases to such an extent as to render a keen struggle for employment of our organisations vital to either party. We have repeatedly shown that the policy of this company is one of peace, and that the aim of the directors has been, and always will be, to make terms with our opponents where it is possible to do so, but in commerce, not less than in military matters, *si vis pacem para bellum*, is a motto which must always be kept before those conducting great businesses.

## SHIPPING &amp; TSAM.

What will be the largest sailing ship afloat when launched, is now being built by Messrs. Rickmers at their Geestmunde yard, Germany. The new ship will have five masts, four of which will carry topsails, topgallant sails, and royals, whilst the fifth will be fore and aft rigged. The vessel, the tonnage of which is over 8,000, will also be equipped with an auxiliary engine of 1,000 h.p. and a propeller enabling her to make a speed of six or seven knots during the calms so prevalent in the Indian Ocean. The ship will be employed in the trade to the Far East. Her principal dimensions are:—Length, 445 feet; beam, 54 feet; draught, 25 feet.

## To-day's Advertisements.

THEATRE ROYAL,  
CITY HALL.

THE DALLAS-BANDMANN  
OPERA CO.

35 ARTISTS 35

GRAND OPENING NIGHT,

TO-NIGHT! TONIGHT!

(THURSDAY), 2nd March,

When will be produced the enormously

Successful Musical Comedy,

from Daly's Theatre, London,

"A COUNTRY GIRL."

TO-MORROW, 3rd March,

"A COUNTRY GIRL."

SATURDAY, 4th March,

"A COUNTRY GIRL."

MONDAY, 6th March,

Grand Production of

"THE ORCHID."

Doors open ..... 8.30 P.M.

Commence ..... 9.00 P.M.

PRICES AS USUAL.

Plan at Messrs. ROBINSON PIANO Company.

Hongkong, 2nd March, 1905. [30]

THE HONGKONG AND KOWLOON

WHARF AND GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS will be held in the City Hall,

on FRIDAY, the 10th March, at 12.15 P.M.,

for the purpose of receiving the Report of the

Directors and the Statement of Accounts for

the year ending 31st December, 1904.

THE TRANSFER BOOKS of the Company

will be CLOSED from the 3rd to the 10th

March, both days inclusive.

EDWARD OSBORNE,

Secretary.

Hongkong, 22nd February, 1905. [314]

FOR SALE.

BEST "HEMMOOR" CEMENT, ex

Godown Warehouse, to arrive about

2nd March, 15th June, 10th November.

Breaking strain 550 lbs per square inch.

A. H. RENNIE,

2, Chater Road.

Hongkong, 2nd March, 1905. [315]

THE DAIRY FARM COMPANY,

LIMITED.

AUSTRALIAN REFRIGERATED

BEEF, MUTTON, LAMB, PORK,

SHEEP, TONGUES AND KIDNEYS,

HARES, RABBITS, SAUSAGES, BUTTER,

CHEESE AND CONCENTRATED MILK.

AUSTRALIAN HAMS AND BACONS.

BEST WILTSHIRE BACON

AND

YORKSHIRE HAM.

Price List and Pass Books on application.

Hongkong, 2nd March, 1905. [315]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

delivery may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before 7 o'clock,

TO-NIGHT.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 7th instant will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on TUESDAY, the 7th March, at

9.30 A.M.

All Claims must reach us before the 13th

instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES".....	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR".....	4th March.
GLASGOW and LIVERPOOL	"PYRRHUS".....	10th March.
GLASGOW and LIVERPOOL	"MACHAON".....	13th March.
GLASGOW and LIVERPOOL	"ALCINOUS".....	18th March.
GLASGOW and LIVERPOOL	"OANFA".....	21st March.
GLASGOW and LIVERPOOL	"KAISOW".....	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON".....	28th March.

S.S. "ULYSSES" left Singapore p.m. on the 25th ult., and may be expected to arrive here on the 3rd inst.

S.S. "ANTENOR" left Singapore at daylight on the 26th ult., and is expected to arrive here at daylight on the 4th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"STENTOR".....	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLOS".....	15th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES".....	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON".....	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS".....	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW".....	25th April.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"OANFA".....	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st March, 1905.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"CHIH LI".....	4th March.
CHEFOO and NEWCHWANG	"HAYANG".....	6th "
MANILA	"TEAN".....	7th "
NINGPO and SHANGHAI	"TAIWAN".....	8th "
NEWCHWANG	"IOHANG".....	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" * ..	14th "
CEBU and ILOILO	"KAIFONG" * ..	16th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 1st March, 1905.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO .....	2540	R. Rodger .....	MANILA	SATURDAY, 4th March, at 10 A.M.
RUBI .....	2540	R. W. Almond .....	"	SATURDAY, 11th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 25th February, 1905.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.

## FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"ARABIA".....	4,483	Babbe .....	NEW YORK	March 11th, "
"NUMANTIA".....	4,370	Brehmer .....	"	April 20th, "
"NICOMEDIA".....	4,370	Wagner .....	"	March 31st, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 10th February, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA".....	5,198	Schuldt .....	March 10th, 1905.
"NICOMEDIA".....	4,370	Wagner .....	March 31st, "
"NUMANTIA".....	4,370	Brehmer .....	April 20th, "
"ARABIA".....	4,483	Babbe .....	May 11th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## TSIN TING.

LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.

## REASONABLE FEES:

Consultation Free.

Hongkong, 30th July, 1904.

## THE AMERICAN SYSTEM

## DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VEXES ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation, Un-  
rivalled Table. Daily qualified Surgeon carried.

## BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW".....1,309...J. P. MARTIN.  
"KWONG TUNG".....1,238...H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4  
Meals.....\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

## HONGKONG-CANTON LINE.

THE British Steamship

## "YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.  
2nd ".....1.50  
Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT &amp; Co.,

Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

THE Splendid Steamer

## "YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

## FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return " \$3.00, " \$5.00.

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON &amp; CO., LD.

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON &amp; Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG,

1904.

"RICHMOND CASTLE" 7th March, 1905.

"SAINT FILLANS" 21st "

"LOWTHER CASTLE" 18th April, "

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 24th February, 1905.

## Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

## "PUNDUA,"

Captain R. F. Thomson, will be despatched as above, on SUNDAY, the 5th March, at Daylight.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 28th February, 1905.

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, KOBE AND

## YOKOHAMA.

THE Company's Steamship

## "TOURANE,"

Captain — will be despatched for the above Ports, on MONDAY, the 6th March.

For Freight or Passage, apply to  
L. BRIDOU,  
Acting Agent.

Hongkong, 27th February, 1905.

## INDO-CHINA STEAM NAVIGATION

## COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND

## CALCUTTA.

THE Company's Steamship

## "NAMSANG,"

Capt. Geo. Payne, will be despatched as above, on TUESDAY, the 7th March, at 3 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 28th February, 1905.

## EASTERN AND AUSTRALIAN STEAM-

## SHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

## "EASTERN,"

Captain Ellis, will be despatched for the above Ports, on WEDNESDAY, the 8th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 16th February, 1905.

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Company's Steamship

## "MERIONETHSHIRE,"

C.H. Birch, Commander, will be despatched for the above Ports, on or about MONDAY, the 20th March.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 27th February, 1905.

## Consignees.

## NOTICE TO CONSIGNEES.

## FROM LONDON AND STRAITS.

THE Steamship

## "FLINTSHIRE,"

Captain D. Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th March will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March, at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 27th February, 1905.

## FROM HAMBURG, ANTWERP,

## PENANG AND SINGAPORE.

THE H. A. L. Steamship

## "SUEVIA,"

Captain Keatsel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th March will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th March, at 3 P.M.

No Fire Insurance has been effected.

## HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 27th February, 1905.

## Consignees.

"BARBER" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.THE STEAMSHIP "LOWTHER CASTLE,"  
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th March will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th March at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 27th February, 1905.

## "MOGUL" LINE OF STEAMERS.

## FROM GLASGOW AND LIVERPOOL.

THE S.S. "MONTROSE,"

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th March, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.

Hongkong, 27th February, 1905.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co's



\* Flagship of Vice-Admiral Bayle, Commander-in-Chief.  
† Flagship of Rear-Admiral de Pauque de Jonquières, Second-in-Command.



MAILS. MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 7th March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. OCEANIC, 21st March.

S.S. TOURANE, 4th April.

S.S. TONKIN, 18th April.

L. BRIDOU, Acting Agent.

Hongkong, 21st February, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL," Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 11th March, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Oceana, 6,610 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 22nd April.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 25th February, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Shanmoo	3,753	F. G. Purinton	At Mar. 15
Tremont	9,606	T. W. Garlick	April 13
Lyra	4,417	G. V. Williams	May 15

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamer for Manila.

Tremont, 9,606 T. W. Garlick, At April 18

Lyra, 4,417 G. V. Williams, May 3

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shanmoo and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 28th February, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT, No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.

Hongkong, 23rd February, 1905.

FOR SALE.

FOR SALE.

BEST "HEMMOR" CEMENT, to arrive S.S. "ABERGELDIE," about 2nd March. A. H. RENNIE, 2, Chater Road, Hongkong, 25th February, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.60 per Cask 375 lbs. net ex Factory. \$2.60 per Bag 250 lbs. net ex Factory. SHEWAN, TOMES & Co., General Managers. Hongkong, 1st March, 1905.

WHY NOT THE BEST?

SEVEN GRAND PRIZES

AWARDED TO SINGER SEWING MACHINES

AT THE ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments. Hongkong, 28th January, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser. 20, QUEEN'S ROAD, Watson's Building.

FOR SALE.

INCANDESCENT, Gasoline Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasoline and Gas Lamps at the most moderate prices. Lamps fixed up for Buyers free of charge. Naphtha of the best kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

To Let.

FOR SALE OR TO LET, AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-rooms; partly furnished; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.

Hongkong, 30th December, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN HOUSES in Observatory Road, Tsim Sha Tsui, Kowloon. Each with five spacious well-ventilated living rooms, two bath rooms, kitchen, garden, tennis courts, servants' quarters, water, gas, electric lights and bells. Moderate Rental. Possession on or about 1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905.

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD. FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CON-NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th February, 1905.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER RESERVE.	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ 1,000,000 38,000,000 250,000 \$175,533 \$191,973 }	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	14%	{ \$730 sales London 2/6 1/2 }
National Bank of China, Limited	99,025	£7	£7	{ 1,000,000 81,739 }	\$21,668	\$2 (London 3/6) for 1903	5 1/2%	\$36
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739 }	\$150,494	\$17 for 1903	6 1/2%	\$270
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,166 \$371,445 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2%	\$59
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000 \$1,350,000 20,000 \$372,749 \$893,110 \$846,773 \$700,000 \$37,794 }	Tls. 217,119	Final of 10/- making £1 for 1903	8%	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,000,000 \$125,675 \$3,561 \$1,170,288 }	\$2,078,997	\$35 for 1903	5%	\$695 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$125,675 \$3,561 \$1,170,288 }	\$486,284	\$12 for 1903	8%	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$125,675 \$3,561 \$1,170,288 }	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2%	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$125,675 \$3,561 \$1,170,288 }	\$371,110	\$22 1/2 for 1902	6 1/2%	\$355 sales
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$158,444 }	Dr. \$63,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$158,444 }	Nil.	\$3 for year ended 30.6.1903	6%	\$33 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$158,444 }	\$2,160	\$1 for second half-year 1904	10%	\$26 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £100,000 }	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2%	\$125 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ none £4,000,000 £4,116 }	Tls. 55,541	Interim of Tl. 2 for 1904	9%	Tls. 52 sales
Do. (Preference)	100,000	£1	£1	{ none £4,000,000 £4,116 }	£58,852	Interim of 1/- (Coupon No. 5) for 1904	7%	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	{ 10,000 10,000 }	{ \$10 \$10 }	{ \$10 \$5 }	{ \$60,000 \$15,093 }	{ \$1,287 \$1,287 }	{ \$1.80 & b. 40 cts } for year ending 30.4.04 { \$0.90 & b. 20 cts }	{ 5 1/2% 3 1/2% }	{ \$30 \$29 }
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$400,000 \$21,075 \$18,000 \$130,153 Tls. 98,000 Tls. 201,614 }	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	9%	\$140 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 1 1/4 for 1904	11%	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 98,000 Tls. 201,614 }	Tls. 865	Interim of Tls. 1 1/4 for 1904	11%	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$158,444 }	Dr. \$147,717	Interim of \$5 for 1904	...	\$225 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none \$185,000 \$80,935 \$250,000 \$600,000 \$158,444 }	Dr. \$73,905	\$3 for 1897	...	\$104 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 £40,000 none G \$672,091 Dr. £4,029 }	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2%	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000 none £4,873 }	£7,820	No. 3 of 1/6	...	Tls. 8
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	{ none £4,873 }	G \$672,091	50 cents making G. \$1 for 1904	5 1/2%	G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £40,000 none £4,873 }	Dr. £4,029	No. 12 of 1/-=48 cents	...	\$34
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 257,137 Fcs. 1,529,652 }	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$50,000 \$250,000 \$33,500 }	\$10,517	\$3.75 for 1903	9 1/2%	\$40 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	{ 30,000 10,000 }	{ \$50 \$50 }	{ \$50 \$50 }	{ \$50,000 \$250,000 \$33,500 }	{ \$28,015 \$49,289 }	{ Interim of \$2 1/2 for 1904 First year 1904 \$6 dividend and \$1 bonus for 2nd half- year 1904 }	{ 4 1/2% 7 1/2% }	{ \$104 buyers \$100 buyers }
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$33,500 \$60,000 \$55,500 }	{ \$49,289 \$480 }	{ \$10 div. & \$5 bonus for year end. 30.6/04 \$1 1/2 for 1903 \$10 div. and \$2 1/2 bonus } for 1903	{ 7 1/2% 4 1/2% 6 1/2% }	{ \$105 buyers \$25 sellers \$110 }
Hawthorne & Co., Limited	12,000	\$100	\$100	{ \$60,000 \$55,500 }	{ \$480 }	{ \$10 div. and \$2 1/2 bonus } for 1903	8%	Tls. 152
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$55,500 \$150,000 }	{ \$480 \$4,936 }	{ \$7 dividend Tls. 5 interim for 1904/5 }	{ 4 1/2% 8%	{ \$25 sellers Tls. 150 }
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	{ \$150,000 Tls. 900,000 }	{ \$4,936 Tls. 48,153 }	{ \$7 dividend Interim of Tls. 4 for 1904 }	{ 6 1/2% 8%	{ \$190 buyers Tls. 150 }
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 900,000 Tls. 487,710 }	{ Tls. 48,153 Tls. 22,895 }	{ \$6 for first half year 1904 Tls. 18 for 1903 }	{ 3 1/2% 4 1/2% }	{ \$375 sales Tls. 190 sales }
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,710 Tls. 22,895 }	{ Tls. 22,895 Tls. 1,700 }	{ \$2 1/2 for year ended 30.6.1904 Interim of Tls. 4 }	{ 8% 6%	{ \$30 sales Tls. 150 sellers }
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 Tls. 1,700 }	{ \$43,772 Tls. 1,700 }	{ \$5 for first half-year 1904 \$5 for first half-year 1904 }	{ 7 1/2% 7 1/2% }	{ \$141 buyers \$130 sellers }
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 6,000 Tls. 828,813 Tls. 170,000 }	{ Tls. 1,700 Tls. 40,766 }	{ Final of \$6 making \$12 for 1904 Tls. 0.87 1/2 for the year ending 31.3.1904 Tls. 0.87 1/2 for the year ending 31.3.1904 90 cents for 1904 \$3 for 1904 Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 }	{ 9% 4 1/2% 7 1/2% 7 1/2% 7 1/2% }	{ \$130 sellers Tls. 20 sales \$12 \$36 buyers Tls. 110 sellers }
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none \$9,980 }	{ \$9,980 Tls. 655 }	{ \$2 1/2 for year ended 30.6.1904 Interim of Tls. 4 }	{ 8% 6%	{ \$30 sales Tls. 150 sellers }
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 41,000 \$100,000 \$11,824 \$20,000 }	{ Tls. 655 \$11,668 }	{ \$5 for first half-year 1904 Final of \$6 making \$12 for 1904 Tls. 0.87 1/2 for the year ending 31.3.1904 90 cents for 1904 \$3 for 1904 Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 }	{ 7 1/2% 9% 4 1/2% 7 1/2% 7 1/2% 7 1/2% }	{ \$141 buyers \$130 sellers Tls. 20 sales \$12 \$36 buyers Tls. 110 sellers }
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$11,824 \$20,000 }	{ \$11,668 \$37,875 }	{ \$5 for first half-year 1904 Final of \$6 making \$12 for 1904 Tls. 0.87 1/2 for the year ending 31.3.1904 90 cents for 1904 \$3 for 1904 Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 }	{ 7 1/2% 9% 4 1/2% 7 1/2% 7 1/2% 7 1/2% }	{ \$141 buyers \$130 sellers Tls. 20 sales \$12 \$36 buyers Tls. 110 sellers }
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 13,986 \$200,994 \$50,000 }	{ \$37,875 Tls. 680 \$11,958 \$377 }	{ Final of \$6 making \$12 for 1904 Tls. 0.87 1/2 for the year ending 31.3.1904 90 cents for 1904 \$3 for 1904 Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 }	{ 9% 4 1/2% 7 1/2% 7 1/2% 7 1/2% }	{ \$130 sellers Tls. 20 sales \$12 \$36 buyers Tls. 110 sellers }
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 13,986 \$200,994 \$50,000 }	{ Tls. 680 \$11,958 \$377 }	{ Final of \$6 making \$12 for 1904 Tls. 0.87 1/2 for the year ending 31.3.1904 90 cents for 1904 \$3 for 1904 Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 }	{ 9% 4 1/2% 7 1/2% 7 1/2% 7 1/2% }	{ \$130 sellers Tls. 20 sales \$12 \$36 buyers Tls. 110 sellers }
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,994 \$50,000 }	{ \$11,958 \$377 }	{ Final of \$6 making \$12 for 1904 Tls. 0.87 1/2 for the year ending 31.3.1904 90 cents for 1904 \$3 for 1904 Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904 }	{ 9% 4 1/2% 7 1/2% 7 1/2% 7 1/2% }	{ \$130 sellers Tls. 20 sales \$12 \$36 buyers Tls. 110 sellers }
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 828,813 Tls. 170,000 }	{ \$377 Tls. 40,766 }	{ \$2 1/2 for year ended 30.6.1904 Interim of Tls. 4 }	{ 8% 6%	{ \$30 sales Tls. 150 sellers }
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000 }	{ Tls. 40,766 Tls. 1,091 }	{ \$2 1/2 for year ended 30.6.1904 Interim of Tls. 4 }	{ 8% 6%	{ \$30 sales Tls. 150 sellers }
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none Tls. 54,626 }	{ Dr. Tls. 2,132 Tls. 325 }	{ Interim of Tls. 3 1/2 Interim of Tls. 3 for 1904 }	{ ... 5%	{ Tls. 48 sellers Tls. 130 sales }
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 54,626 Tls. 25,000 \$250,000 \$35,000 }	{ Tls. 325 Tls. 25,000 \$2,883 \$2,883 }	{ Interim of Tls. 3 1/2 Interim of Tls. 3 for 1904 6d. per share for 1903 \$3 for 1903 Interim of \$1.20 for 1904 None Preferential of 7 per cent for 1904 60 cents for 1903 Tls. 6 for 1903 None 80 cents for 1904 \$1 1/2 for year ending 31.7.1903 \$5 div. and \$2 1/2 bonus for 1903 Interim of 1904 Interim of \$1.20 for 1904 £1 div. and 2/- bonus for 1903 \$1.00 \$50 cents } for year ending 30.4.1904 \$15 for year ending 30.11.1904 Final of \$13 making \$17 for 1904 \$10 for 1903 Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04 \$13 for 1903 Interim of \$5 4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35 for 1904 \$2 for year ended 31.10.1903 Final of \$3 making \$5 for the year ending 30.6.04 None Interim of Tls. 3 1/2 for 1904 Tls. 5 for 1903 Final of Tls. 8 making Tls. 14 for 1904 Interim of 15/- for 1904 \$5 for year ended 31.7.1903 None 60 cents for year ended 31.5.04 First year \$2 for second half year 1903 \$1 1/2 div. and 35 cents bonus for half year Tls. 2 for half year Final of Tls. 4 making Tls. 8 for 1904 90 cents } for year ending 31.5.1904 \$30.70 \$1 for 1903 Final of 70 cents making \$1.20 for the year ending 30.6.1904	{ ... 5% 5% 7 1/2% 11 1/2% 8 1/	